

## **LISTING OF AND AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

1-57 (Canceled)

58. (New) A vehicle wheel positional restraint used in a wheel support leveler assembly, the assembly including a first planar body of upper and lower surfaces with at least one projection extending from said upper surface of said first planar body; said positional restraint comprising:

a positional restraint body circumscribed by edges, said restraint body having a lower surface with at least one engaging pocket to receive at least one projection of a first planar body, in a non-interfering manner wherein said second body is removable from said first planar body; and

an obstruction on an upper surface of said restraint body, said obstruction to prevent movement of said vehicle in a first given direction.

59. (New) The vehicle wheel positional restraint as described in claim 58 wherein said obstruction is shaped as a ramp.

60. (New) The vehicle wheel positional restraint as described in claim 59 wherein said ramp has a curvilinear shape.

61. (New) The vehicle wheel positional restraint as described in claim 60 wherein said ramp curvilinear shape has a non-constant radius of curvature.

62. (New) The vehicle wheel positional restraint as described in claim 58 wherein said positional restraint further comprises a top surface with a generally planar portion for extending over a first planar body and a ramp obstruction continuously joined to said planar portion.

63. (New) The vehicle wheel positional restraint as described in claim 58 wherein said at least one engaging pocket further comprises a pocket for receiving an octagonal shaped projection of said first planar body.

64. (New) The vehicle wheel positional restraint as described in claim 58 wherein said at least one engaging pocket further comprises a pocket for receiving a generally square shaped projection of said first planar body.

65. (New) A vehicle wheel positional restraint used in a wheel support leveler assembly, the assembly including a first planar body of upper and lower surfaces with at least one projection extending from said upper surface of said first planar body; said positional restraint comprising:

a positional restraint body circumscribed by edges, said restraint body having a first lower surface with at least one engaging pocket to receive at least one projection of a first planar body, in a non-interfering manner, and said restraint body having a heel portion for positioning lateral of said first planar body; and

an obstruction on an upper surface of said restraint body, said obstruction to prevent movement of said vehicle in a first given direction.

66. (New) The vehicle wheel positional restraint as described in claim 65 wherein said obstruction is shaped as a ramp.

67. (New) The vehicle wheel positional restraint as described in claim 66 wherein said ramp has a curvilinear shape.

68. (New) The vehicle wheel positional restraint as described in claim 65 wherein said heel has at least one engaging pocket formed therein.

69. (New) The vehicle wheel positional restraint as described in claim 65 wherein said positional restraint further comprises a top surface with a generally planar portion for extending over a first planar body and a ramp obstruction continuously joined to said planar portion.

70. (New) The vehicle wheel positional restraint as described in claim 65 wherein said at least one engaging pocket further comprises a pocket for receiving an octagonal shaped projection of said first planar body.

71. (New) The vehicle wheel positional restraint as described in claim 65 wherein said at least one engaging pocket further comprises a pocket for receiving a generally square shaped projection of said first planar body.

72. (New) A method of supporting, leveling, and restraining a position of a vehicle wheel in a first direction comprising:

placing on a surface a first planar body with upper and lower surfaces circumscribed by edges, at least one projection upwardly extending said upper surface of said first planar body, and said first planar body having engaging pockets of squares to receive corresponding projections of other similar first planar bodies formed in appropriate locations in said lower surface of said first planar body; and

mating said projection of said first planar body into a corresponding pocket of a vehicle wheel positional restraint, said vehicle wheel positional restraint having a first lower surface with an engaging pocket to receive a projection of said first planar body in a non-interfering manner; wherein said second body is removable from said first planar body, said vehicle wheel positional restraint having an obstruction on an upper surface to prevent movement of said vehicle in a first given direction; and

positioning said vehicle wheel to a position wherein said vehicle wheel is adjacent to said obstruction.

73. (New) The method as described in claim 72 further comprising placing a vehicle wheel positional restraint with at least two pockets on projections of two underlying first planar bodies.

74. (New) A method of supporting, leveling, and restraining a position of a vehicle wheel in a first direction comprising:

placing on a surface a first planar body with upper and lower surfaces circumscribed by edges, at least one projection upwardly extending said upper surface of said first planar body,

and said first planar body having engaging pockets of squares to receive corresponding projections of other similar first planar bodies formed in appropriate locations in said lower surface of said first planar body; and

mating said projection of said first planar body into a corresponding pocket of a vehicle wheel positional restraint, said vehicle wheel positional restraint having a first lower surface with an engaging pocket to receive a projection of said first planar body in a non-interfering manner, said vehicle wheel positional restraint having a heel portion for positioning lateral of said planar body, said heel portion having a second lower surface lower than said first lower surface, said vehicle wheel positional restraint having an obstruction on an upper surface to prevent movement of said vehicle in a first given direction; and

positioning said vehicle wheel to a position wherein said vehicle wheel is adjacent to said obstruction.

75. (New) The method as described in claim 74 further comprising placing a vehicle wheel positional restraint with said heel portion having a projection receiving pocket for a projection of a second planar body underlying said heel.